



# The China Mail

ESTABLISHED 1845

AGENTS.  
For the "China Mail" and "Overland China Mail" may be made to our agents at the following ports—  
Amoy, Peking & Co.  
Fuzhou, "Hutchinson & Co."  
Shanghai, "Kelly & Watson Ltd."  
Yokohama, "Nippon Yusen Kaisha Ltd."  
Manila, "A.S. Watson & Co. Ltd."

No. 16,854

號三廿六千一第

HONGKONG, TUESDAY, JUNE 23, 1914.

號甲六第千三第

PRICE, 38.00 Per Month

## THORNE'S

No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

As supplied to the House  
of Lords and House of Com-  
mons.

A. S. WATSON & Co., Ltd.

WINE & SPIRIT MERCHANTS  
ARLINGTON BUILDING, HONGKONG.

## THE WUCHANG FLYING MACHINES.

The Wuchang government has been  
far from lucky with its flying machines.  
During the height of the revolution a  
couple were bought from a foreign firm  
in Shanghai which had been left there  
by the unfortunate airman, who was  
killed on the way. They were  
brought up river with considerable dif-  
ficulty and duly delivered. It was in-  
tended to use them for dropping bombs  
on the Imperialists, but a difficulty arose  
as to who would fly them. A Chinese  
who had undertaken to do so had never  
been on a machine and was in no hurry  
to make a trial, so in spite of all the  
pressure that could be brought to bear  
on him he managed to defer his duty  
on the plea that the machines were de-  
fective. Next an effort was made to  
return them to where they came from,  
but how the matter was settled was not  
made public.

Two years ago, one of General Li's  
advisers named Hsia managed to get a  
commission to purchase another couple.  
This time they were purchased from Ja-  
pan and again proved to be defective,  
but not beyond the possibility of repair.  
Various dikes were fixed for giving a  
demonstration but it never came off as  
there was always a little something more  
to put right. The native press reports  
that the Tientsin had gone carefully into  
the accounts and was satisfied that they  
had been no "square" or other mal-  
practice on Mr. Hsia's part, but he had  
simply been unfortunate so he was set  
at liberty. The machines are to go to  
the scrap heap, and there is now an op-  
portunity for some one else to come for-  
ward with proposals for the purchase of  
two more. — C. C. Post.

## MUSIC AND MILK.

What Might be Gained by Pianos in  
Cowhouses.

We have the poetic assurance that  
music can soothe the savage beast, but  
the poet went no farther than that. Mr.  
John Welford, a London representative  
at the Exeter conference of the British  
Dairy Farmers' Association, is bolder.  
He believes, in short, that the piano in  
the cowhouses may have an excellent  
effect on the milk supply. "I am not  
sure," said Mr. Welford, "that a piano  
would be so greatly out of place in a  
cowhouse. It would at least attract the  
animals' attention, and might induce  
them to yield more milk."  
What led to his dictum was the state-  
ment of the speaker that they all re-  
cognized, in spite of their reluctance to  
make changes in the conditions to which  
their forefathers were accustomed, that  
in modern times changes were not only  
desirable, but inevitable, and he went on  
to claim in reference to some suggestions  
made by him that they would certainly  
give greater satisfaction, if less enter-  
tainment, to the inspecting authorities  
than the farmer who, in anticipation of  
a visit, installed a piano in his cowshed,  
carpeted the floor, and decorated the  
walls with pictures.

The class of English tourist who  
complains with heat of the early closing  
of Scottish publichouses at 10 p.m. and  
total closing on Sunday has now fresh  
occasion for contentious comment.  
From the 28th ult. Scottish publichouses  
cannot open for the sale of excisable  
liquors before 10 a.m. The change will  
directly affect clubs, but the mischief  
which it is intended to strike at is locat-  
ed in the industrial districts near  
Glasgow. This is breakfast-hour drink-  
ing of intoxicants on an empty stomach,  
to which many workers are addicted.  
The new restriction applies to licensed  
grocers, but they are permitted to open  
earlier for the sale of commodities other  
than excisable liquors.

## BUSINESS NOTICES.

### MILK MAID RICH THICK CREAM

(which can be whipped but cannot be beaten)

SIMPLY  
PURE  
CREAM.

Packed in Three sizes of tins,  
1½ oz., 5½ oz., 4 oz., net weight.

Obtainable from

Messrs. LANE, AWFORD & Co. Messrs. THE SINCERE Co.  
Messrs. H. RUTTONJEE & SON. Messrs. THE FRENCH STORE.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG  
TUESDAY, 23rd JUNE.  
8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'  
10 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

### WEDNESDAY, 24th JUNE.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'  
10 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

Single Fare by Night Steamer ..... \$ 6.10  
Return-Fare by Night (available also for Return by Day Steamer) 10.00  
Single Fare by Day Steamer ..... 4.00  
Return Fare by Day Steamer ..... 8.00

The attention of the travelling Public is drawn to the comfort afforded by the  
Company's vessels. Passengers arriving by Night Steamers from Canton (due at  
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without  
extra charge. Electric fans and electric light are available all night.

### HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'  
HONGKONG TO MACAO  
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf  
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

### EXCURSION TO MACAO. SUNDAY, 29th JUNE.

The Company's Steamship "TAISHAN,"  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street  
Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

### FARES AS USUAL.

### CANTON-MACAO LINE.

S.S. 'HOIRANG.'  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 6.30 P.M.

### CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 569 Tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the  
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to  
Hongkong or vice versa by the Company's direct Steamers, "LINTAN" and  
"SAKUL." These vessels have superior Cabin accommodation and are lighted  
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Wing Lok Street).

Special 10 Days' Plan.

## SINGON & CO.

ESTABLISHED A.D. 1820

IRON, STEEL, METAL AND HARD  
WARE MERCHANTS. Wholesale  
and Retail. Ironmongers, Tin, Iron and  
Foundry, etc. General Store-  
keepers and Shipchandlers. Nos. 35 and  
37, Haze Loosy Street, (2nd Street, west  
of Central Market) Telephone No. 516.  
Hongkong, September 4, 1913.

## THE CARLTON HOTEL

Recently Renovated and Refurnished.  
Self-Contained Suites of Apartments with Private  
Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading  
and Writing Rooms.  
PERFECT SANITATION.  
Under Personal Management of  
O. E. OWEN, Proprietor.

## BUSINESS NOTICES.

### THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'  
Pumps empty Dock in 2-3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

SUTTERFIELD & SWIRE,

HONGKONG, CHINA, and JAPAN AGENTS.

Telegraphic Address: "TAININDOCK." Telephone No. 215.

## "MUMEYA."

"While-you-wait" Photography  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.  
PRICE 2.00 per 3 pcs. for Post Card.  
No. 8, Queen's Road Central.  
TEL. No. 251.

## NEW SHIPMENT

Government guaranteed 1st Grade Butter.  
Packed specially in Australia for us. Absolutely  
Best Imported. None Better quality made.  
75 cents per lb.

FOR THE BEST OF EVERYTHING—PROCURABLE IN ANY 1st CLASS  
RESTAURANT IN THE EAST TRY THE

## ALEXANDRA CAFE

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

19c J. H. TAGGART, Manager.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies Rooms.  
Roof Garden.

Terms—From \$5 per day Mac. Telegraph Add: "Peak Hotel,"  
P.O. Box 108, Monaco.

## GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION  
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

## BUSINESS NOTICES.

### GREEN ISLAND CEMENT CO., LTD.

## Portland Cement

In Casks of 375 lbs. net.

In Bags of 55 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

## A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

PRICE 50 Cts. \$1.00 AND \$2.50 PER BOTTLE.

Prepared Only By

## THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

## MEE CHEUNG ART PHOTOGRAPHER

CHILDREN'S PHOTOS

A

Speciality.

NOTE ADDRESS.

ICE HOUSE HONGKONG.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE  
BRITISH MADE

"BOURNVILLE COCOA represents the  
highest grade of nutritive cocoa at present on  
the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavour, and  
is second to none in any respect whatsoever."  
Medical Magazine, March, 1912

## CADBURY'S CHOCOLATES

In Tins and Fancy Boxes  
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1907

## GALBECK, MACGREGOR & CO

(Established 1864)

## JUNORA

The Wine of Health

A Tonic Appetizer. A "pick-me-up" that  
substitutes the Cocktail.















## INTIMATIONS

## A Double Safeguard.

When buying Worcestershire Sauce, always look for the signature in White.

*Lea & Perrins*

On the Red label, and see also that the name LEA & PERRINS is embossed in raised letters on the glass bottle.

Lea & Perrins' label and bottle are protected by an extent that these precautions are necessary, to ensure that you are being supplied with the genuine Worcestershire and not one of its many imitations.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.  
CABLE LAID 5" to 15" CIRCUMFERENCE.  
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to  
**Shewan Tomes & Co., General Managers.**

Hongkong, April 11, 1914.

**OAKLEY'S WELLINGTON KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING CUTLERY - 3 1/2, 6, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

**KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

**JOHN OAKLEY & SONS LIMITED, BLACK LEAD MILLS, LONDON.**

JOHN OAKLEY &amp; SONS, LIMITED, "WELLINGTON MILLS, LONDON."

## TO LET

## TO LET

UNFURNISHED, No. 4, Morrison Hill, containing 8 Rooms, with usual servants' accommodation.

For further particulars, Apply Property Office, JARDINE, MATHESON & Co., Ltd., Hongkong, April 4, 1914.

## TO LET

From 1st July, 1914.

IN CANTON on SHAMEN Lot 55. The premises now in the occupation of the Bank of TAIWAN, Ltd.

Apply to DAVID SASSOON & CO. LTD., Hongkong, May 6, 1914.

## TO LET

PART of 1st Floor, No. 25, Des Vaux Road Central, immediate possession.

Apply DRAGON CYCLE CO., 1 MOTOR BOAT for Sale, Hongkong, May 29, 1914.

## TO LET

LA HACIENDA E. No. 74, Mount Kellett Road.

Apply CHATER & M'DY, No. 5, Queen's Road Central, Hongkong, April 2, 1914.

## TO LET

ROGATE, Austin Road, Kowloon, unfurnished.

"No. 19, SHELLEY STREET", From 1st October 1913.

"No. 5, MOUNTAIN VIEW, newly painted and colour washed."

No. 12 BEACONSFIELD ARCADE, Shop.

No. 7, MOUNTAIN VIEW, Thoroughly renovated and in good order.

No. 66, ELGIN TERRACE, newly painted and colour washed. From 1st June, 1914.

ROOMS in Queen's Road Central, No. 17 BELLIOS TERRACE.

FOR SALE "OLENISHIE" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTRAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, June 16, 1914.

## TO LET

## TO LET

Spacious GODOWN situated on SHAMEN.

For particulars apply to A. VIVIAN HOGG, Shamien.

## TO LET

FOUR ROOMED HOUSES in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with Godown attached, NATHAN ROAD, Kowloon. Kowloon Marine Lot No. 48 with Wharf.

FLATS in Nathan Road, Kowloon. Apply to HUMPHREYS ESTATE & FINANCE Co., Ltd.

Alexandra Buildings, Hongkong, May 19, 1914.

## TO LET

GODOWN in ICE HOUSE STREET.

Apply HONGKONG ICE CO., LTD., Hongkong, May 21, 1914.

## PRINCES BUILDING.

TO LET the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the GERMAN BANK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, June 16, 1914.

## TO LET

FLATS "WILD DELL" No. 147, Waiwan Road, newly built, each flat 3 rooms, kitchen, bath-room and servants' quarters.

Quiet Locality. Apply to SANG KEE, Comptroller Department, HONGKONG & SHANGHAI BANKING CORPORATION.

Hongkong, May 8, 1914.

DO NOT forget after the show, Supper and Light Refreshments.

ALEXANDER OAKLEY, Open TH. Midnight.

## THE TRUE TYRANNY.

## THE SPORTING WOMAN.

When the average man thinks of a woman in connection with sport he conjures up a picture of a large, red-faced being in a severely practical garment, one in whom he can see no trace of femininity, where he would not dare, nor has he the desire, to patronize, and to whom to talk "privately" would be as unnatural as it would be unexpected, writes a correspondent to "The Times". In fact, he says, his mental picture is one, not of a woman, but a rival; worse, of a rival with an unfair advantage, and consequently one to be disliked. Worse yet, one whom he may not even dislike, for then he must remember that she is a woman, and, as such, one in whom he owes many duties, among them open respectability.

So long as woman came into sport merely to learn from man, so long as she maintained the attitude of a student, and not of a weak-woman spirit, he could put up with her as an amusing incident in his less serious games. But when she began to take things seriously she ceased to be amusing. One cannot be amused by a companion who is beginning to discover one's weak spots. When she progressed still further, and added to her achievements, and by patient study or natural aptitude began to equal man in skill, she became a nuisance.

And then she went further. The growing indignity came when she beat man at his own games. And that was the beginning of a war. She ceased to become a nuisance, she became a danger—one to be fought at all costs. Man quickly dropped his attitude of superior tolerance, even his well-controlled anger, and came forward eagerly to meet her on the basis of equality. That she herself had laid down to beat her for the honour of his sex. This, at least, is the idea we all accept, but it is not a right one.

In the long, even bitter, rivalry that exists between the sexes in the field of sport is not for superiority of skill alone; man is fighting for a deeper cause, and woman, wilfully or ignorantly, is opposing him. Man is striving to avenge a slight. He does not mind being beaten by a woman so long as she is pretty and charming. It is because woman has ceased to pay her just and traditional debt, to acknowledge man's deference to her sex by using Nature's gift to woman—the power to charm—that he is resentful. To him it seems an injustice that she should still demand the consideration he is bound and willing to offer her and give nothing in return. There never was a man yet who was not proud to be beaten by a pretty woman. "Why should I give all and receive nothing?" he argues. "Why must I defer to this creature who wilfully denies me in return her gift to charm? She has ceased to come to me in the trimness of her natural charm, and yet I may not for my manhood's sake forgo any of my duty to her." It is, after all, merely a question of common justice.

IN MID-VICTORIAN DAYS.

## IS THIS YOUR CASE?

In the hot and arid countries of the East it is no uncommon thing for people to suddenly fall into a condition of ill-health for which they can ascribe no adequate reason. A week ago as "Mr. X" would be washed, deterioration has set in, and at first, but rapidly developing until appetite has gone, sleep has become fitful or has died entirely, nervousness and depression have taken the place of the usual feeling of cheerfulness and efficiency, and a general sense of the whole system being "below par" has become painfully evident.

The test of time, coupled with the irrefutable testimony of reliable people in all parts of the world has established Dr. Williams' Pink Pills as the standard restorative in all such cases. It is by building up the nerves through the blood, and by supplying to the enfeebled body new, rich blood at every dose that Dr. Williams' Pink Pills restore "fitness" to the feeble, strength to the weak, health to the sick in the marvellous way they do.

Begin to build yourself up to-day with Dr. Williams' Pink Pills. Obtainable from medicine dealers everywhere, also from Dr. Williams' Medicine Co., 84 Sechen Road, Shanghai, one bottle for \$1.50, six for \$8.50, post free. The cure for "Diseases of the Nervous System" will be sent to you for a postcard, to the above address.

There is no such war in France; there is no Frenchman who resents defeat at the hands of his women; for they, far-seeing and wise, most cunning of all their sex, have retained their royal costumes. They know the power of robes and habiliments, of feminine inconsistency and charming tyranny; and your French woman on the links is your French woman of the promenade, well-dressed. Does your French woman climb a mountain, she arrives at the summit in all her daintiness. Does she play lawn tennis? The movements of athletic games do not accentuate the fascination of the charm of her simple but feminine costume. Her men are willing subjects, proud to be defeated by her, anxious to serve her. Will you women at home learn again from her, as they have learned in the past. For us men it is the only chance. We do not want equality of the sexes, we wish there to be still the weaker but ruling sex. Paris may yet save us. "Great is Paris," the unwilling rebels murmur, "but send it prevail."

## WHY SALMON LEAP.

## Interesting Paper by French Scientist.

At the meeting of the Academy of Sciences at Paris an interesting communication was made on the result of the observations of Professor Roule on the migration of salmon to fresh water. The observations covered the rivers entering the sea on the Breton coast, and it was found that the proportion of oxygen dissolved in fresh water was the principal factor determining the ascent of the salmon.

Take all fish of their family the salmon have an intense need of breathing, and this increases in the reproductive period. Consequently they only enter rivers whose waters are able to satisfy this need by the quantity of oxygen held in solution. It is the search for this water that leads them up the rivers, even where obstructions make it necessary to leap in their characteristic way. Besides the scientific interest, Professor Roule's observations possess great practical value, as they enable one immediately to discern which rivers are worth an attempt to introduce salmon by purifying the water, providing ladders, etc., and which are the rivers in which such labours would be certain to be vain.

## THE LIGHT AND HEIGHT

## CURE.

## Medical Experts and the Open-air Treatment.

Professor F. F. Boget preached the gospel of Height and Light in a lecture on the subject of altitude and health delivered to the members of the Royal Society of Medicine recently.

Low-lying lands, he said, were just the places for the dissemination, multiplication and preservation of micro-organisms, but in the Alps there were thousands of sunny terraces waiting to confer untold blessing on mankind.

At an altitude of 6,000 feet in the Alps living tissues exposed to the sun did not undergo septic change. The solar light had not been intercepted or absorbed by the thick atmosphere subsisting at lower levels.

Mountain air might be a prophylactic, could be a palliative, or might be a curative. The open air treatment would affect the inner organs in preference, whilst specialized solar treatment would be applied to the skin and to exposed diseased centres. Sunlight was a solvent of pain. Sir James Crichton Browne, who related that light, operating through the eye, brain, spinal cord, and nerves, was a universal tonic, promoting healthy nutrition, and strengthening resistance to disease. The blood was also more invigorated, and the pulse more lively.

## LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

**WATERBURY'S METABOLIZED COD-LIVER OIL COMPOUND**

Supplies the blood with the wanted nourishment and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Price 4s. 6d. and 10s. 6d.

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Commander.	Last report at.
Alacrity	despatch vessel	1850	2	9000	Comdr. Archibald Cochrane	Wellington
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	200	Lt. Comdr. V. R. Brandon	Yangtze
Britomart	river gunboat	710	2	200	Lt. Comdr. Q. B. Preston-Thoms	Hongkong
Cadmus	sloop	1070	6	1410	Capt. M. S. Fitzmaurice	Yangtze
Cherub	torpedo boat destroyer	660	4	7500	Lieut. Comdr. H. T. England	Wellington
Clio	water tank and tug	390	—	800	—	Hongkong
Colne	sloop	1070	6	1410	Comdr. Colin Mackenzie, D.S.O.	Yangtze
Fame	torpedo boat destroyer	660	4	7500	Comdr. Seymour	Wellington
Hampshire	torpedo boat destroyer	360	6	6700	Lieut. U. M. Blackman	Hongkong
Just	torpedo boat destroyer	10,850	10	20,500	Capt. H. W. Grant	Wellington
Kennel	torpedo boat destroyer	660	4	7500	Lieut. Comdr. G. F. A. Mallock	Wellington
Kimba	torpedo boat destroyer	660	4	7500	Lieut. Comdr. F. A. H. Russell	Wellington
Marlin	river gunboat	614	4	1500	Lt. Comdr. H. D. Marryat	Yangtze
Minotaur	sloop	1040	—	—	Lt. Comdr. Gibson	Luhun
Moorehead	cruiser, 1st class	14,000	—	27,000	Capt. E. R. Kiddle	Wellington
Moorhead	river gunboat	180	2	800	Lt. Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	25,000	Capt. Frederick A. Powlett	Wellington
Nightjar	river gunboat	85	2	240	Lieut. Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	660	—	7500	Lieut. Comdr. R. W. Wilkison	Wellington
Rosario	despatch vessel	980	—	1400	Lieut. Comdr. F. A. N. Cromie	Hongkong
Robin	river gunboat	25	2	240	Lt. Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt. Comdr. I. A. S. Hunter	West River
Snake	river gunboat	85	2	240	Lt. Comdr. M. T. R. Maxwell Scott	Yangtze
Tamar	receiving ship	4650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt. Comdr. S. P. B. Russell	Upper Yangtze
Thistle	river gunboat	710	2	900	Lt. Com. G. F. L. L. Page	Hongkong
Triumph	battleship	11,935	13	19,500	Act. Comdr. A. S. Sussman	Hongkong
Uk	torpedo boat destroyer	590	—	7500	Lt. Comdr. Maxwell	Wellington
Welland	torpedo boat destroyer	590	—	7500	Lieut. Comdr. C. A. Poignand	Hongkong
Widgeon	river gunboat	185	2	800	Lt. Com. A. J. Landen	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lt. Com. M. Blackwood	Yangtze
Woodcock	river gunboat	150	2	500	Lt. Comdr. Lloyd	Yangtze
Yarmouth	light cruiser	5250	—	22,000	Capt. H. L. Cochrane	Wellington
C.36	submarine	—	—	—	Lieut. F. J. McGillevie	Hongkong
C.37	submarine	—	—	—	Lieut. J. Gimes	Hongkong
C.38	submarine	—	—	—	Lieut. R. R. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lieut. Handley	West River
.038	torpedo boat	—	—	—	Lieut. Williams	Hongkong
.037	torpedo boat	—	—	—	Lieut. Wyndham-Quinn	West River
.058	torpedo boat	—	—	—	Lieut. B. W. Seymour	Hongkong

\* Flagship of Vice-Admiral T. H. M. Jerram, K.C.B., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Gun.	H.P.	Captain.	Last report at.
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	25	8000	Capt. Makovitz	Chingwangtao
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Japan
Montcalm	French flagship	9200	—	—	Capt. de Vaiseau	W. Coast of America
Opicidie	French gunboat	445	10	1500	Lieut. Vandier	Shanghai
Argus	French river gunboat	180	6	570	Lieut. Demadrille	Canton
Vigilante	French gunboat	123	7	500	Lieut. Lecade	Canton
Febe	French gunboat	130	—	—	Lieut. Collin	Tongkin
Dordard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutaup	Tchong King
* Flagship of Rear-Admiral Hugues, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Protée	French sub-marine	—	—	—	Lieut. Bolux	Saigon
* Styr	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	850	7	800	Lieut. Aurillac	Saigon
Yberville	French destroyer	—	—	—	Capt. de Frigate Roupen	Saigon
Pistole	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mouquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying ship	1825	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boucaut, Commanding the local defence force in China.						
London	German cruiser	3800	22	14,500	Capt. v. Maeller	Tsingtau
Gneisenau	German armoured cruiser	11,600	30	26,000	Captain Bruningshaus	Tsingtau
Ilja	German gunboat	900	12	1300	Comdr. Sechase	Shanghai
Ilja	German gunboat	900	12	1300	Comdr. Loring	Hankow
Salgar	German cruiser	3250	24	11,000	Capt. Rann	Tsingtau
Leipzig	German gunboat	900	10	1300	Comdr. Thierichens	Shanghai
Lucha	German cruiser	3400	22	13,500	Capt. Schjerve	Tsingtau
Nürnberg	German river gunboat	—	—	—	Capt. Lieut. Brille	Yangtze River
Older	German flagship	11,500	30	26,000	Capt. von Scholz	Tsingtau
Scharnhorst	German torpedo boat	400	8	6500	Capt. Lieut. Brunner	Tsingtau
S. 90	German gunboat	900	10	1300	Comdr. Böcker	Tsingtau
Tiger	German river gunboat	223	4	1300	Capt. von Möller	Canton
Taigtau	German river gunboat	223	4	1300	Capt. v. S. Drasovic	Tsingtau
Vaterland	Italian cruiser	4145	—	—	Comdr. Bazzo Gravina	Shanghai
Marco Polo	Italian cruiser	—	—	—	Comdr. Foschini	—
S. Cobote	Portuguese cruiser	1757	—	—	—	returned to Lisbon
Adamastor	Portuguese gunboat	—	—	—	Capt. Leitao	Macao
Macao	Portuguese gunboat	—	—	—	Captain Correa	Macao
Patric	Portuguese gunboat	700	—	—	—	—

## UNITED STATES VESSELS ON ASIATIC STATION.

A-2	U. S. submarine				Ensign G. Bradford	Cavite
A-4	"				Ensign J. R. Mann	Cavite
A-6	"				Ensign J. L. Riheldoff	Cavite
A-7	"				Ensign R. F. Wood	Cavite
B-2	"				Lieut. S. M. La Bonty	Cavite
B-3	"				Ensign C. Q. Wright	Cavite
Bainbridge	U. S. torpedo boat destroyer	420	7	8000	Lieut. R. A. Spruance	Cavite
Barry	U. S. torpedo boat destroyer	420	7	8000	Lieut. C. S. Keller	Cavite
Callao	U. S. gunboat	243	8	250	Lieut. W. L. Beck	Cavite
Chauncey	U. S. torpedo boat destroyer	420	7	8000	Lieut. J. O. Jennings	Cavite
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. J. V. Chase	Cruising
Dale	U. S. torpedo boat destroyer	420	7	8000	Lieut. V. K. Conner	Cavite
Decatur	U. S. torpedo boat destroyer	420	7	8000	Lieut. K. Dugan	Cavite
Elcano	U. S. gunboat	620	4	600	Lieut. Comdr. S. Gannon	Yangtze
Galveston	U. S. protected cruiser	3430	10	7500	Comdr. R. H. Leigh	Orting
Helmet	U. S. gunboat	1392	8	1988	Comdr. W. O. Cole	Yangtze
Mohican	U. S. station ship	1900	6	1100	Ensign J. R. Mann	Cavite
Monadnock	U. S. receiving ship	3390	6	2740	Lieut. F. Borchach	Managua
Monterey	U. S. monitor	4084	4	5277	do.	Otago
Pampanga	U. S. gunboat	243	8	—	Lieut. H. H. Forgas	South Philippine
Piscataqua	U. S. sea going tug	854	1	1800	Ensign H. W. Koehler	Managua
Quiro	U. S. gunboat	330	3	208	Lieut. H. E. Shoemaker	Yangtze
Rainbow	U. S. transport	3360	16	1800	Lieut. N. E. O'Connell	Cavite
Samar	U. S. gunboat	243	8	250	Lieut. C. McCausley	Managua
Santiago	U. S. armored cruiser	8115	16	17,401	Comdr. W. H. Dayton	Shanghai
Flagship of Commander-in-Chief Rear Admiral W. O. Cowles						
Yafalobos	U. S. gunboat	370	9	938	Lieut. J. M. Poole	Yangtze
Wilmington	U. S. gunboat	1797	7	2146	Comdr. E. Balin	Managua
Yonaguni	U. S. tug	492	—	670	Chief Purser, B. O. Halliwell	Otago
Yonaguni	U. S. transport	—	—	—	Chief Purser, B. O. Halliwell	Otago



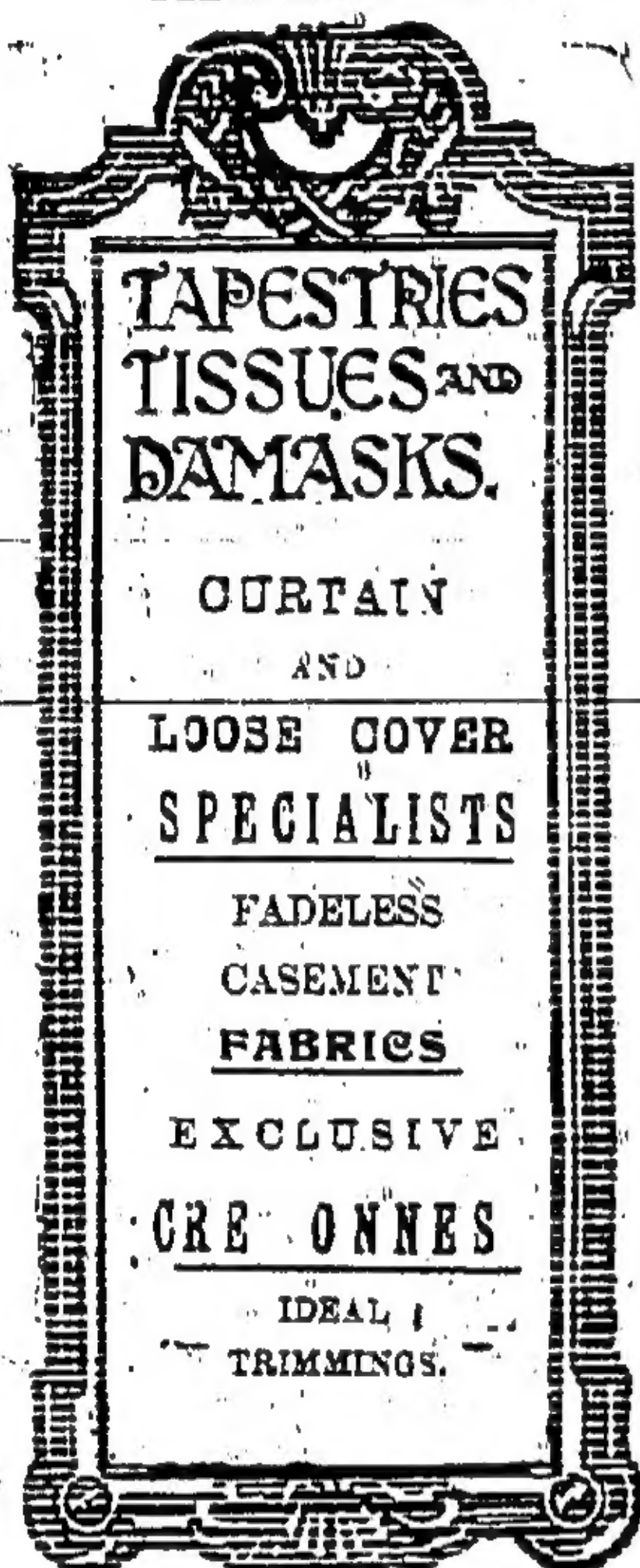
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Hongkong, July 22, 1914.

#### THE DIARY.

MEMO. FOR TO-MORROW.  
Midsummer Day.

#### General Memoranda.

THURSDAY, June 25 —  
11 a.m. — Sale by Auction of Valuable leasehold property in Canton.  
11 a.m. — Auction of Furniture etc. at Messrs. Hughes and Hough's.  
Settling Day of the Stockbrokers' Association of Hongkong.  
SATURDAY, June 27 —  
Entertainment at the Peak Club.  
SUNDAY, June 28 —  
9 a.m. — Excursion to Macao.  
WEDNESDAY, July 1 —  
Dominion Day (Canada) 1867.  
7 p.m. — Entries close for third Gymkhana.  
SATURDAY, July 4 —  
Declaration of American Independence 1776.  
"Fidelity" Freeman's performance at the Theatre Royal.  
THURSDAY, July 7 —  
10 p.m. — Full moon.  
SATURDAY, July 11 —  
10 p.m. — Third Gymkhana Meeting for the season.

remainder of the families; they must also avoid showing any sympathy with light and frivolous behaviour. The fifth instruction deals with the duty of the restaurant-keepers, when they have any suspicions that things are not as they ought to be. If a party enters a restaurant, composed of both sexes and they take rooms there and also their meals, and if the manager sees anything at all suspicious about any of them, he is to eject the entire party. If they refuse to go or make any fuss then the master is to at once apprise the nearest police authority, who will come and eject them himself. This rule seems a very arbitrary one, and one that may open the door for a lot of trouble, for after all it is difficult to say what may constitute a suspicious circumstance. Moreover, it seems that the Canton restaurant keepers, and hotel proprietors have to take a leaf out of the book of the foreigners, only in Canton they go one farther. In our hotels we inscribe our names and our addresses, but nothing more. In Canton the visitor must also, in addition to this, inscribe something of his past history, so that when the police come to inspect the books they may not only know the names of those who have been in possession of rooms, but also where they hailed from, and what their past work has been and sundry other more or less important items of interest. We have referred thus briefly to one or two of the new regulations, and this meanwhile must suffice. The hotel keepers are told plainly that if there is any known breach of these rules, whatever the status of the establishment, the license shall be at once withdrawn and the place closed. The general tenor of the new rules seems to be to make it more difficult for prostitutes to infect public places, and to lead the unwary astray. But beyond this it is assumed, and indeed asserted that recent notions about the freedom and the right of the sexes to commingle together in public places if they wish to do so, may lead and probably is leading to unsatisfactory results and, further, to results that must be deplored and which must be prevented. It is baldly stated, moreover, that in some cases restaurant keepers themselves are willing to act as intermediaries, and so matters become more complicated and manners more corrupted. If the facts are as they are described it is no matter of surprise that the police have taken the matter in hand, and are imposing these somewhat stringent regulations.

#### NEWS OF THE DAY.

##### LOCAL AND GENERAL.

To-morrow will be observed at Home as Queen Alexandra Day.

The official rate of the military dollar for July will be one shilling and twopenny three farthings.

The body of the Chinese youth who was reported as having fallen from a steam launch into the harbor has been found. It was removed to the mortuary.

An outing for the military Sunday school children, and their mothers will take place next Saturday, weather permitting. The launch will leave Messrs. Piers at 4 p.m.

The Band of the U.S. Mongolia will assist the orchestra of the Grand Hotel on Wednesday afternoon. A special dinner will be served during which the Grand Hotel orchestra will play special selections.

A Chinese was summoned by a fellow countryman this morning for assault and with maliciously damaging \$80 worth of furniture. Mr. Mason (Messrs. D'Almeida and Mason) prosecuted and Mr. Leo D'Almeida defended. The case was remanded until to-morrow.

We regret to learn that Mr. E. E. Grieve, of the Canadian Pacific Railway Company's local office, has been removed to the Government Civil Hospital suffering from plague. Mr. Grieve lived at the Y.M.C.A. hotel, where two other cases had previously occurred.

Reports have been made to the Police of landladies at the following places:—The Junction of Robinson Road and Glenary Road; Road to the Peak; Foklung and Jubilee road, where there are holes dangerous to traffic; and at Yauwatt and Aberdeen. These are apparently the results of the heavy rainfall during Sunday night and Monday morning.

#### NEW TERRITORIES SCHOOLS.

##### CHINESE MASTER'S POVERTY.

An interesting note on the vernacular schools of the New Territories is included in the annual report of the Director of Education. Under the heading of "subsidized schools" it says:—

"Some kind of handwork generally formed the next field for their activity—some drew, some wrote, some modelled in clay, others in sand. After the recreation a few gave 'dictation' to one another; a few would talk about pictures, others would read. In the afternoon, by common desire, I told them stories and they did some kind of kindergarten work. Invariably the time thus passed happily, and there is no doubt but that each child enjoyed his time in school. But in my mind the experiment raised many questions:—

"More than in any other educational method it is the personality and aims of the teacher that is the important factor. I felt here that it was a consciousness of their previous relations with me in the ordinary school methods, that was responsible to a large extent for the manner and behaviour of the children. Also, to be able to systematically train young children upon these methods it is essential for the teacher himself to have undergone a training in their psychological basis and in their specific practice. It seems to me that Dr. Montessori has adapted experiments used for ascertaining psychological data, that is, for recording the various facts of the working of the child mind, and that she has neglected that systematization of child action, from which Piaget developed his use of movement and action. She seems to make the teacher more the observer of the child than the director, whereas the true teacher should be both.

"With regard to the child I have grave fears as to the efficiency of the Montessori Method as a means of preparing the child for life, especially the child over five years of age. I entirely agree that those activities for which the child is strongest are those in which he will most easily, most happily and efficiently express himself and that the Montessori system does encourage activity and discourage any possibility of laziness. I think, its very best point. But, regarding the nature of life, with which the child will gradually become acquainted as he reaches youth and manhood in the sphere of character, the injustice of the facts of life with the corresponding demand for self control and endurance, and, in the sphere of actual work, the demand for skilled workers in every branch of life, the increasing competition for every position, I think that in making happiness the principal motive of action, this system is wrong. I cannot see how the mechanical processes of Arithmetic can be taught by the mysteries of spelling and written language met with—and these are surely the requirements in the actual work of life. Nor do I think that the Montessori methods with children over eight years of age would help to form the important habits of application, self-restraint and concentration.

With classes of six or less, the method might be used throughout the education of the child. With larger classes it may, and almost must become a screen for idleness and indifference and shirking of effort.

Beyond the establishment of three small English schools at Tai Po, Uen Loog and Chung Shan nothing was done prior to 1913, for education in the New Territories.

In anticipation of the passing of the Education Ordinance Mr. Sung Hek-wei, senior Chinese master at the Kowloon Public School, was seconded for duty in the New Territories. He was required to take a census of schools and teachers, the latter with a view to discover how many were deserving of Government support. This task occupied most of Mr. Sung's time for six months, and it was carried out in a very satisfactory manner. Only a part of Lantau Island was left out through lack of time.

According to the census of 1911 there was in the New Territories, Northern District and Islands, a Chinese population of 80,022, of whom 17,023 were between the ages of five and fifteen.

The percentage of children attending school is thus just under 4 per cent. of the total population, and rather more than 18 per cent. of the total population of school-going age. It is not easy to find a parallel to the New Territories, which is without any towns worth the name. Tohog has an area and population of about one-third, but has a school-going population of two-thirds, of that of the New Territories, Northern District and Islands. The percentage of school-going to total population in Trinidad is about the same as Tohog, namely, 8 per cent., or double that of the New Territories. So much for the quantity of the education. As to the quality I cannot illustrate my criticism thereof better than by quoting Mr. Sung's report:—

"That the school-rooms themselves are dark and dirty to a degree is not surprising. They are just ordinary rooms set aside for schools by the villagers, and the idea of making a school a bright clean place would be strange to them. As for the teachers, they are usually quick doers or procrastinators, who make education a 'side line.' They make no pretence to a knowledge of modern methods of

teaching and when their remuneration is considered, this is hardly surprising. The teachers' incomes are quite uncertain at the opening of the school. The teacher is expected to teach without having been definitely promised what his annual income would be until the 4th or 5th month, when the question of teachers' incomes will be discussed and settled. If there is a large attendance the teacher gets more; otherwise he gets less. Pupils will have to share the Kung Tung expenses which cover tea, tobacco, fuel and light for the teacher's use. This is in addition to the pupils' ordinary school fees. School fees vary considerably; a beginner pays much less than those in advanced classes. Some pupils include the teacher's food money in their fees, while others pay separately. The average school fees amount to approximately \$3 per head per annum.

According to the educational census many teachers' annual incomes amount to over \$100, but the difficulty they have had to face makes one horrified. Most pupils do not pay their fees in full. It was five days after Chinese New Year at the time of my visit; some teachers complained that their fees for the past year had not been fully collected. In failing to get fees from his pupils one of the teachers got angry and burnt all his books, swearing at the same time that he would teach no longer. A great number of teachers gave up their profession for the same reason. From what I gathered from the population it is certain that if a teacher can earn \$200 a year, his income would be considered very good.

In Li Uk Tsun, Sha Lo Tung and Tai Hang, schools receive an annual support of \$10 from ancestral funds. In Cheung Uk Tsun each pupil receives 50 cents per annum from ancestral funds. Other schools receive no support in any way apart from school fees and food supplied by pupils. There is no certainty of fees in any one school, nor relative to teachers pay less, others pay more: an average of about \$3 each per annum.

#### PLAGUE IN THE Y.M.C.A.

##### REMOVAL FROM PRESENT QUARTERS.

Suspicious smells, the discovery of dead rats between the wood skirting and the walls, two cases of plague among the Chinese staff which have terminated fatally, and an outbreak yesterday among the European residents, prompted the members of the Y.M.C.A. to hold an emergency meeting after dinner last night. Mr. Lee, Secretary of the House Committee, convened the meeting and it was unanimously decided, acting on medical advice, to remove from the building as soon as possible into other quarters. Many removals were effected last night and the remainder will probably leave to-day.

The seriousness of the situation is to be deplored in view of the fact that at the present time the institution is stated to be \$2500 in debt.

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The hours of study are also trying. Probably boys go to school soon after daylight and are allowed to go back for breakfast andiffin. The teachers finish their day's work when they take their supper; an average of about eight hours' work is being done in the school every day.

Fortunately the term is short: "Practically all teachers stop work on the eighth moon. When questioning one of the teachers about this I got the reply 'Every year on the 8th day of the 8th moon the teachers don't come, pupils don't come, and the school is closed.' This is an old saying in the country schools."

As to the value of the work done in these weary hours: "There is a school in which explanations are being taught, and a pupil who has spent seven years in this school cannot explain the word 子 (son). In explaining the books only basic language is being used. For instance the word 學 is being explained 學者故也. Nothing but reading of this type and the writing of characters is taught. It is true that in a few of the schools a little more intelligence is shown."

It is sometimes suggested that modern methods of education are banishing the old standard of Chinese politeness. This is the old standard of the New Territories. They don't say good morning to their teachers when they come in in the morning. They don't stand up when visitors enter the school nor will they stand up to answer their teachers. Teachers don't stop or punish boys when they use bad terms to each other or abusive words.

It is not that the villagers fail to support their teachers. Of one who used to beat his boys till they dared not go to school we read: "Because this teacher is so strict people of this village want to send all their children to this school, and some of them fearing that the teacher will not take their boys in, pay the teacher a whole year's school fee in advance in order that their boys may be admitted to this school."

In grappling with the problem of education in the New Territories there are three main difficulties to contend with: The difficulty of finding suitable teachers, the difficulty of distance and bad roads, and the language difficulty. The first of these three is dealt with in Mr. Cavallier's report below: concerning the other two more quotations may be made. "I find Hakka boys go to Punt schools but not Punt boys go to Hakka schools. In the Punt schools, the teacher knows the two different dialects. The Hakka boys go to school like teachers teach in Punt schools."

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#### AN UNMUZZLED DOG.

##### POLICE SAID TO HAVE BEEN IRREGULAR.

Mr. M. Ally, a Hind of 3 Wild Doll Wanchai, was summoned before Mr. Wood this morning with allowing his dog to be abroad without a muzzle.

Mr. Stevenson, defending, said that the alleged offence took place on May 31st, and the summons was taken out on June 18th. There was more behind this than met the eye.

A small Chinese boy said he was riding at Happy Valley in the evening when a dog bit him; he did not know who's dog it was. It had no muzzle. Some one killed the dog.

Dr. Kew of 55 Wong-Nai-Chung Road, said he sent a dead dog to the No. 2 Police Station on the following morning. There was a collar on the dog with the license number 1123.

A Chinese said he saw the dog without a muzzle. The next morning he found it on the hillside and took it to Mr. Kew's house.

Sergeant Ogg said he went with the boy to defendant's office on June 18. The boy wanted compensation and showed a doctor's bill for \$1.50.

After hearing further evidence Mr. Wood said there was no doubt but that the dog was defendant's but the police had been irregular in holding over the summons for other negotiations.

Defendant was fined \$1.

in the San On Punt dialect, and then in Hakka. The people are very fond of learning Punt; but the Punt in San On is good for that particular district alone, and is hardly intelligible to a native of Canton.

The district of Sai Kung is the biggest in the New Territories. It has a great number of streams, and after rain rain places are rendered impassable. For this reason there is great hardship for people in villages where there is no school to send their children to school elsewhere. During the rainy day it is usual for teachers to keep their boys in school, and, if necessary, keep them over night.

Teachers will supply their pupils with food during this short period, and whatever food is supplied by the teachers will be refunded to them by parents of pupils. Because of this sort of inconvenience people will not send their little ones to school in other villages, unless they have relatives in that village or the teacher is their own relative. Mr. Sung in his report recommended a certain number of teachers as not altogether incapable of improvement, and the plan was formed of subsidizing 50 schools under their control to the amount of \$60 each per annum, provision being made accordingly in the estimates. In the last month of the year Mr. Cavallier went through a large part of the New Territories and succeeded in establishing 20 such schools before Chinese New Year. His report gives a picture of some of the difficulties to be encountered: "As I was not able to go to the New Territories till December, there was very little chance of inspecting New Territories schools. The buildings were there, and in some cases, the teachers; but there were no pupils at the Hakka schools, and only a few Punt schools were still open. Owing to lack of accommodation it was impossible to work each district thoroughly, and the only thing to do was to summon a few of the chief teachers recommended by Mr. Sung together with the village elders, and see if they cared to receive the Government subsidy."

The idea was to choose the most central villages, but either the teachers whom one wished to stay in those particular villages had already made their arrangements for the following year, or they had already departed, or the village elders did not care for the teacher proposed, each man wishing to bring in his own friend or relation, or nothing could be done till the building had a roof on it which they were not prepared to pay for themselves, and so one's plans lay through. In a few cases great enthusiasm was shown, and there was a frantic desire to acquire the subsidy—either on the part of the teacher himself, or on the part of some elder for a friend—in which case the present teacher was of course an apta smoker and most unsatisfactory in every respect. In other cases complete indifference was shown, and in a few cases great reluctance. This was partly due to the fear of inspection: parents (they said) very often refused to let their children come to school if they wanted them to work in the fields, and then if an inspector came round they would get into trouble. In all cases the teachers seemed to realize that as soon as they were provided a subsidy the parents would refuse to pay such high fees as before, and that their last state would be much the same as if not worse than the first.

In the Tai Po, Sha Tin, Sheung Shui, Shui Tan Kok, and Sai Kung districts 20 schools (with a total of 425 pupils) were selected: 10 Punt and 10 Hakka. It would have been better to have a preponderance of Punt schools, but owing to local conditions it was impossible to arrange this. With all these obstacles, I can find no doubt that a few years' steady effort will produce good results. The subsidy system is justified as a temporary measure. It is undesirable to engage a number of men of abilities, without much the Government pays it more than to go into the pockets of the parents of the teachers, until a point is reached when school fees disappear.

It is not that the villagers fail to support their teachers. Of one who used to beat his boys till they dared not go to school we read: "Because this teacher is so strict people of this village want to send all their children to this school, and some of them fearing that the teacher will not take their boys in, pay the teacher a whole year's school fee in advance in order that their boys may be admitted to this school."

In grappling with the problem of education in the New Territories there are three main difficulties to contend with: The difficulty of finding suitable teachers, the difficulty of distance and bad roads, and the language difficulty. The first of these three is dealt with in Mr. Cavallier's report below: concerning the other two more quotations may be made. "I find Hakka boys go to Punt schools but not Punt boys go to Hakka schools. In the Punt schools, the teacher knows the two different dialects. The Hakka boys go to school like teachers teach in Punt schools."

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#### SPORTING.

##### HONGKONG WATER POLO SHIELD COMPETITION.

The following matches will be played in the Military Chamber in the 2nd Round, commencing 5 p.m. each day:  
Wednesday, 24th June.—Y.R.C. "A" versus Y.R.C. "B".

Y.R.C. "A" TEAM.  
A. Y. Farrow (Capt.) C. J. Crook, R. A. Carvalho, A. S. Ellis, J. C. Finch, J. Forbes and J. M. Raza-Pereira.

Y.R.C. "B" TEAM.  
G. W. Sewell (Capt.) J. E. Chummet, M. L. Rilton, F. L. de Ruy, A. J. Y. Ribeiro, L. C. R. Souza and F. R. Tala. Saturday 24th June.—R. G. A. versus D.C.L.I.

Swimming.  
The "N. C. Daily News," commenting on the suggestions made with regard to the programme for the proposed inter-colonial swimming event, submitted along with the invitation sent recently by Mr. F. Laumert on behalf of the Victoria Recreation Club, states:—

While some of the suggestion-made commend themselves, there are others that are open to criticism. Particularly is this so regarding the allotment of points. It is hardly fair to either team to cut out the second and third men from annexing points, and there is little likelihood, we understand, of the proposal being favourably received by quite a number of Shanghai swimmers. It has been pointed out that one of the teams may have a man who would probably come in first in each of the swimming items, while the other team may have a good all-round man who would win as many second places. In such circumstances, the awarding of three points for a win, two for a second and one for a third seems to be much the fairer and wiser course to adopt. The suggestion as to the number of men who shall be allowed to compete in the various events is a most sensible one. The bonus team has the advantage in being able to call upon more men than the visiting team, and it places the events on a much better basis to have an equal number from each team contesting. Then in the matter of the water polo, it does not seem advisable to award the same number of points for this as say, in the swimming events. All these points, however, are to be the subject of discussion between the Shanghai club concerned, and we hope that a satisfactory arrangement will be come to which will meet the approval of all parties, and that a representative team will have Shanghai in September.

But judging by experience in Hongkong a supply of good education produces a demand. Before long it may be hoped that parents in the New Territories will gladly pay according to their means for the education, the efficient education, of their children.

"The Montessori Method."  
INTERESTING SCHOOL EXPERIMENT.

The following notes on an experiment with the "Montessori Method" by Janet M. Irvine are taken from the report of the Director of Education for 1913:—

This experiment was carried on in the Diocesan Girls' School, Hongkong, during June and part of July, 1913. It was applied to children who had already been in the school for several months, and who were older than those pupils with whom Montessori worked. There were thirteen children of whom two were aged 5, four were aged 6, three were aged 7, four were over 7.

I was the only teacher in charge. The school hours were from 9 to 12 in the morning and from 2 to 3 in the afternoon. The first forty minutes of the morning was devoted to a Scripture lesson of the ordinary kind, and from 10.50 to 11 was allowed for recreation. Otherwise the "routine" of the school day was non-existent and the children did as they wished under my supervision. As I had no Montessori apparatus Kindergarten material was adapted as far as possible. Thus Marie Montessori advocates the use of "metal insets, outline drawings," as aids to the teaching of writing. We used the Kindergarten outline figures for this purpose. Also, for the younger children, we adapted the cards used in the Kindergarten card work for the Montessori "lacing apparatus" (see page 200 in Montessori's Method).

Our "school-room" was dusted and kept tidy by the "Montessori" children. In it we had one long low table and several small wicker chairs, as well as large and small forms. The children were encouraged to bring their own dresses and shoes, and small bags, etc., made their appearance. Invariably the first manifestation of activity after the Scripture lesson was in the direction of arithmetic. (Thus the habit of the ordinary school-life asserted itself over the idea of freedom and habit seems to have been a strong motive to action than desire.) No games were given—children made their own, or counted. Two hours of five varied of counting after 2 hours and usually occupied themselves after this time with a quiet game. Two children of seven showed keen interest in getting many sums right. But they had been taught to work them—and during the experiment no effort was made to teach how to work sums. For that here the desire was born of freedom education and not entirely of Montessori freedom.

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## SHIPPING

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

STRAITS TO SAIL REMARKS  
 LONDON & ANTWERP, NELLORE About 17th June. Freight and  
 via Suez, PANG, OMSO, Capt. J. GALT, R.N.R. 26th June. Passage.  
 Port Said & Marseilles

SHANGHAI, MOI, KOBE, SYRIA About 17th June. Freight and  
 & YOKOHAMA Capt. C. R. LONGER, R.N.R. 26th June. Passage.

SHANGHAI, ASSAYE About 17th June. Freight and  
 Capt. C. J. COLDWELL, 2nd July. Passage.

LONDON, via Suez, PORT, HIMALAYA About 17th June. Freight and  
 Capt. W. W. COOK, R.N.R. 4th July. Passage.

All the above steamers are fitted with Wireless Telegraphy.  
 E. A. HEWITT, Superintendant

## CANADIAN PACIFIC ROYAL MAIL

## STEAMSHIP LINE.

## VIA VANCOUVER AND

## THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

## FOR VANCOUVER.

From Hongkong.

MONTEAGLE, WEDNESDAY, July 1.  
 EMPRESS OF RUSSIA, WEDNESDAY, July 8.  
 EMPRESS OF INDIA, WEDNESDAY, July 22.  
 EMPRESS OF ASIA, WEDNESDAY, Aug. 5.  
 EMPRESS OF JAPAN, THURSDAY, Aug. 20.

Steamships leave HONGKONG at 12.00 Noon.

The EMPRESS OF RUSSIA and EMPRESS OF ASIA, are new quadruple screw 41 knot turbine steamers of 16880 tons gross—30,000 tons displacement—the fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

## PASSAGE RATES, HONGKONG TO LONDON.

EMPRESS OF RUSSIA, Optional Atlantic Port \$71.10.  
 EMPRESS OF ASIA, do do \$68.  
 EMPRESS OF INDIA, do do \$68.  
 EMPRESS OF JAPAN, do do \$68.

MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port, \$43.  
 Boston or New York \$40.  
 Meals and sleeping car across Canada not included in any of above rates. If required, each will cost \$2 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

Special Through Rates (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc. Full particulars on application to Agents.

Through Passengers are allowed Stop Over privileges at the various ports of call on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, OBLAUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS.

From Hongkong: 24th June. Connecting with "KATHIAWAR" 17th July.  
 Excellent Accommodation for 1st and 2nd Class Passengers.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, OBLAUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILINGS.

From Hongkong S.S. "SALAMIS" About 21st of July.  
 First Class Accommodation for Passengers.  
 Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

## HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL (With liberty to call at the Malabar Coast).

## FOR BOSTON &amp; NEW YORK.

S.S. MONTROSE, on or about 27th June.  
 For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at COLOMBO, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed SAILINGS from Hongkong.

Steamers from Hongkong: On or about 25th June. Connecting at Calcutta with on or about 2nd August.  
 NARANG, June 25. "UMHLOTI"  
 ARRATON APCAR, June 30.

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

## THE NANYO YUSEN KUMI

## (SOUTH SEA MAIL &amp; S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. RYOJUN MARU, For Suez, Batavia, Oboe, Samarang & Sourabaya, 22nd June.  
 S.S. HOKUTO MARU, For Suez, Kobe & Yokohama, 10th July.  
 For Freight or Passage apply to DODWELL & CO., LTD., Agents.

## SHIPPING

## PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons. MANCHURIA 27000 tons.  
 KOREA 18000 tons. SIBERIA 18000 tons.  
 CHINA 12000 tons. NILE 11000 tons.  
 Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

S.S. MONGOLIA, FRIDAY, 26th June, 1 p.m.  
 S.S. PERIA, via Manila, SATURDAY, 11th July, Noon.  
 S.S. BOREA, SATURDAY, 26th July, 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morel, the world-famous chef. Large staterooms, equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard water swimming tank, Filipino orchestra, deck games, cinema, etc.—not to mention the first-class dining.

The Safety and Comfort of Passage is Our First Consideration.

For further information, maps, literature, schedules, etc., apply to R. C. MORTON, Agent, King's Building (opposite Blake Pier), Telephone No. 141.

For San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama & Honolulu.

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong  
 SHINYO MARU, 22,000-21 knots, Tuesday, 14th July.  
 CHIYO MARU, 22,000-21 knots, Tuesday, 4th August.  
 TENYO MARU, 22,000-21 knots, Thursday, 27th August.  
 NIPPON MARU, 11,000-18 knots, Saturday, 5th September.

Steamers via Shanghai will be despatched at NOON.

First Class to London \$71.10. Return (6 months) \$120.  
 First Class to New York \$68. Return (6 months) \$106-10.  
 First Class to San Francisco \$43. Return (6 months) \$68.

## SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI KOBE YOKOHAMA  
 \$120. \$135. \$150.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Pacific Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Rio, Manzanillo, Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans-Andean Route to Buenos Aires.

Steamer Displacement Tons & Speed. Sailing.  
 ANYO MARU, 18,500-15 knots, from Nagasaki, 2nd July.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (Opposite Blake Pier).

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FOURTHLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOURTHLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

For SHANGHAI, KOBE and ATLANTIQUE, 29th June.  
 YOKOHAMA, 12th July.  
 MARSEILLES, via Port of V. CROTAT, 30th June at 1 p.m.  
 or call CHILL, 14th July at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, GREECE, ITALY and BLACK SEA.

Through Tickets to London, via Paris by rail.  
 Circular tickets to Europe via Suez and SUEZIAN ROUTE, and vice-versa delivered here.

For further particulars apply to P. THOMAS, Agent.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

## MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULES (SUBJECT TO MODIFICATION)

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA  
 EASTERN ALDENHAM, July 4th, August 1st, July 10th at 10 a.m., July 31st at 10 a.m., August 23rd at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to GIBB LIVINGSTON & CO., Agents.

## SHIPPING

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

BOIROW, PAKHOI & HAIPHONG, KAIPOH, June 24, at 11 a.m.  
 NINGPO & SHANGHAI, ARHUI, June 25, at 4 p.m.  
 SHANGHAI & YINGTAU, YINCHOW, June 26, Daylight.  
 AMOY, WEIHAWEI, YINCHOW, June 27, Midnight.

CHIEFOO & TIENTSIN, Kuchow, June 29, at 10 a.m.  
 MANILA, OBO & HLOLO, Tiao, June 30, at 4 p.m.  
 SHANGHAI, LIANGCHOW, June 30, at 4 p.m.  
 PAKHOI & HAIPHONG, SUYOTAKO, July 1, at 10 a.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.  
 S.S. "LINTAN" and S.S. "SANTUL".

MANILA LINE, Twin Screw Steamers "Chinba," "Taming," & "Tean" Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, also on "Taming" and "Tean".

SHANGHAI AND TIENTSIN LINE, The Twin Screw Steamers "Anhui," "Chenab," "Shaoching" and the S.S. "Kanehow," "Liangchow," "Lechow," and "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining-Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Marryat Pier at 10 o'clock every Saturday night.

These Steamers land passengers in the ship, avoiding the inconvenience of transshipment at Whampoa.

REDUCED FARES—  
 Hongkong to Shanghai—Single \$45. Return \$75.  
 Hongkong to Tientsin—Single \$75. Return \$125.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS, Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For SHANGHAI, CHOWSANG, WEDNESDAY, June 24, Daylight.  
 SHANGHAI, TUBANG, WEDNESDAY, June 24, Daylight.  
 KOBE & YOKOHAMA, KUMSANG, WEDNESDAY, June 24, at Noon.  
 SINGAPORE, PENANG & YATSHING, WEDNESDAY, June 24, at 2 p.m.  
 SINGAPORE, PENANG & NAMSANG, THURSDAY, June 25, at 2 p.m.  
 SHANGHAI, TUBANG, FRIDAY, June 26, Daylight.  
 MANILA, TUBANG, SATURDAY, June 27, at 2 p.m.  
 SHANGHAI, MOI & KOBE, LOYAT, TUESDAY, June 29, at Noon.  
 MANILA, LOONGSANG, SATURDAY, July 4, at 9 p.m.

RETURN YOURS TO JAPAN.

The steamers Katsura, Nanyang & Loanyang leave about every 3 weeks for Shanghai, Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Katsura, Nanyang, Loanyang, and Nanyang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tientsin.

Taking Cargo on Through Bills of Lading to Kintai, Lahad Dato, Singapore, Tawau, Umman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone No. 215.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMELAND.

For SHANGHAI, Date of Departure.  
 LONDON & ANTWERP, RADNORSHIRE, About 8th July.  
 LONDON & ANTWERP, DEN OF RUTHVEN, About 19th July.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND, "MUNMOUTHSHIRE", About 2nd July.  
 VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND, "DEN OF AIRLIE", About 10th August.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS, Telephone No. 215 Hob. Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. TORILLA, 5,100 tons, Capt. Swanson, R.N.R. will be despatched for SHANGHAI, KOBE and MOI on 6th July.

S.S. DILWARA, 5,278 tons, Capt. Ramag, R.N.R. will be despatched for KOBE and MOI on 13th July.

WESTWARD.

S.S. APCAR, 4,450 tons, Captain Walker, will be despatched for SINGAPORE, PENANG & CALCUTTA on 1st July.

S.S. TAKADA, 6,000 tons, Capt. Robins, will be despatched as above on 8th July.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to DAVID BARBOON & CO., LTD., AGENTS.

## SHIPPING

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

BOIROW, PAKHOI & HAIPHONG, KAIPOH, June 24, at 11 a.m.  
 NINGPO & SHANGHAI, ARHUI, June 25, at 4 p.m.  
 SHANGHAI & YINGTAU, YINCHOW, June 26, Daylight.  
 AMOY, WEIHAWEI, YINCHOW, June 27, Midnight.

CHIEFOO & TIENTSIN, Kuchow, June 29, at 10 a.m.  
 MANILA, OBO & HLOLO, Tiao, June 30, at 4 p.m.  
 SHANGHAI, LIANGCHOW, June 30, at 4 p.m.  
 PAKHOI & HAIPHONG, SUYOTAKO, July 1, at 10 a.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.  
 S.S. "LINTAN" and S.S. "SANTUL".

MANILA LINE, Twin Screw Steamers "Chinba," "Taming," & "Tean" Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, also on "Taming" and "Tean".

SHANGHAI AND TIENTSIN LINE, The Twin Screw Steamers "Anhui," "Chenab," "Shaoching" and the S.S. "Kanehow," "Liangchow," "Lechow," and "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining-Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Marryat Pier at 10 o'clock every Saturday night.

These Steamers land passengers in the ship, avoiding the inconvenience of transshipment at Whampoa.

REDUCED FARES—  
 Hongkong to Shanghai—Single \$45. Return \$75.  
 Hongkong to Tientsin—Single \$75. Return \$125.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS, Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For SHANGHAI, CHOWSANG, WEDNESDAY, June 24, Daylight.  
 SHANGHAI, TUBANG, WEDNESDAY, June 24, Daylight.  
 KOBE & YOKOHAMA, KUMSANG, WEDNESDAY, June 24, at Noon.  
 SINGAPORE, PENANG & YATSHING, WEDNESDAY, June 24, at 2 p.m.  
 SINGAPORE, PENANG & NAMSANG, THURSDAY, June 25, at 2 p.m.  
 SHANGHAI, TUBANG, FRIDAY, June 26, Daylight.  
 MANILA, TUBANG, SATURDAY, June 27, at 2 p.m.  
 SHANGHAI, MOI & KOBE, LOYAT, TUESDAY, June 29, at Noon.  
 MANILA, LOONGSANG, SATURDAY, July 4, at 9 p.m.

RETURN YOURS TO JAPAN.

The steamers Katsura, Nanyang & Loanyang leave about every 3 weeks for Shanghai, Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Katsura, Nanyang, Loanyang, and Nanyang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tientsin.

Taking Cargo on Through Bills of Lading to Kintai, Lahad Dato, Singapore, Tawau, Umman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone No. 215.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMELAND.

For SHANGHAI, Date of Departure.  
 LONDON & ANTWERP, RADNORSHIRE, About 8th July.  
 LONDON & ANTWERP, DEN OF RUTHVEN, About 19th July.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND, "MUNMOUTHSHIRE", About 2nd July.  
 VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND, "DEN OF AIRLIE", About 10th August.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS, Telephone No. 215 Hob. Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.



SHIPPING

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY**

PROPOSED SAILINGS OF MAIL STEAMERS

**MARSEILLES & LONDON**

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Swatow	Hongkong	Colon	Marseilles	London
June 11	June 16	June 20	June 24	June 28	July 1	July 4
June 18	June 23	June 27	July 1	July 5	July 8	July 11
June 25	July 1	July 5	July 9	July 13	July 16	July 19
July 2	July 7	July 11	July 15	July 19	July 22	July 25
July 9	July 14	July 18	July 22	July 26	July 29	Aug. 1
July 16	July 21	July 25	July 29	Aug. 2	Aug. 5	Aug. 8
July 23	July 28	Aug. 1	Aug. 5	Aug. 9	Aug. 12	Aug. 15
Aug. 6	Aug. 11	Aug. 15	Aug. 19	Aug. 23	Aug. 26	Aug. 29
Aug. 13	Aug. 18	Aug. 22	Aug. 26	Aug. 30	Sept. 2	Sept. 5
Aug. 20	Aug. 25	Aug. 29	Sept. 2	Sept. 6	Sept. 9	Sept. 12
Aug. 27	Sept. 1	Sept. 5	Sept. 9	Sept. 13	Sept. 16	Sept. 19
Sept. 3	Sept. 8	Sept. 12	Sept. 16	Sept. 20	Sept. 23	Sept. 26
Sept. 10	Sept. 15	Sept. 19	Sept. 23	Sept. 27	Sept. 30	Oct. 3
Sept. 17	Sept. 22	Sept. 26	Sept. 30	Oct. 4	Oct. 7	Oct. 10
Sept. 24	Sept. 29	Oct. 3	Oct. 7	Oct. 11	Oct. 14	Oct. 17
Oct. 1	Oct. 6	Oct. 10	Oct. 14	Oct. 18	Oct. 21	Oct. 24

THE ATTENTION OF PASSENGERS IS DRAWN TO THE ACCELERATED ARRIVAL OF THE MAIL STEAMERS AT MARSEILLES, LONDON, AND BOSTON. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.35 p.m. on Saturday.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:

1st SALOON	2nd SALOON	3rd SALOON	4th SALOON
Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE
RETURN	RETURN	RETURN	RETURN
£97.	£59.	£31.	£21.
£89.	£51.	£23.	£13.
£81.	£43.	£15.	£5.
£73.	£35.	£7.	£1.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR

**LONDON**

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMER	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Swatow	Hongkong	Colon	Marseilles	London
June 11	June 16	June 20	June 24	June 28	July 1	July 4
June 18	June 23	June 27	July 1	July 5	July 8	July 11
June 25	July 1	July 5	July 9	July 13	July 16	July 19
July 2	July 7	July 11	July 15	July 19	July 22	July 25
July 9	July 14	July 18	July 22	July 26	July 29	Aug. 1
July 16	July 21	July 25	July 29	Aug. 2	Aug. 5	Aug. 8
July 23	July 28	Aug. 1	Aug. 5	Aug. 9	Aug. 12	Aug. 15
Aug. 6	Aug. 11	Aug. 15	Aug. 19	Aug. 23	Aug. 26	Aug. 29
Aug. 13	Aug. 18	Aug. 22	Aug. 26	Aug. 30	Sept. 2	Sept. 5
Aug. 20	Aug. 25	Aug. 29	Sept. 2	Sept. 6	Sept. 9	Sept. 12
Aug. 27	Sept. 1	Sept. 5	Sept. 9	Sept. 13	Sept. 16	Sept. 19
Sept. 3	Sept. 8	Sept. 12	Sept. 16	Sept. 20	Sept. 23	Sept. 26
Sept. 10	Sept. 15	Sept. 19	Sept. 23	Sept. 27	Sept. 30	Oct. 3
Sept. 17	Sept. 22	Sept. 26	Sept. 30	Oct. 4	Oct. 7	Oct. 10
Sept. 24	Sept. 29	Oct. 3	Oct. 7	Oct. 11	Oct. 14	Oct. 17
Oct. 1	Oct. 6	Oct. 10	Oct. 14	Oct. 18	Oct. 21	Oct. 24

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £90 SINGLE £75 RETURN

2nd SALOON £55 SINGLE £40 RETURN

FARES TO MARSEILLES

1st SALOON £25 SINGLE £15 RETURN

2nd SALOON £15 SINGLE £10 RETURN

3rd SALOON £10 SINGLE £5 RETURN

4th SALOON £5 SINGLE £3 RETURN

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

**E. A. HEWITT,**  
Superintendent.

**NORDDEUTSCHER LLOYD, BREMEN**

**IMPERIAL GERMAN MAIL LINES.**

STEAMERS	Tons	To Sail
For Naples, Genoa, Algiers, GOEBEN, WEDNESDAY, 24th June at 10 a.m.	(17,300)	
GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG		
For Shanghai, Tsingtau, KLEIST, About WEDNESDAY, 24th June.	(17,000)	
Kobe & Yokohama		
For Mantau, Angaur, Yap, PRINZ SIGISMUND, SATURDAY, 11th July at 3 p.m.	(5,000)	
MARON, NEWGUINEA, CANTON, BRISBANE, SYDNEY & MELBOURNE		
For Kobe, PRINZ SIGISMUND, About TUESDAY, 23rd June, at 9 a.m.	(6,000)	
JESSELTON, KUDAT and BORNEO, SANDAKAN		

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

**FREIGHT LINE.**

STEAMSHIP	about 1914	For
MARK	8th July.	For Havre, Emden and Hamburg/Bremen, S.S. BORKUM, about end of June.
GOTTINGEN	19th July.	For Marseilles, Rotterdam and Bremen/Hamburg, S.S. ALTAR, Beginning of July.
TURBINGEN	3rd August.	For Havre, Emden and Hamburg/Bremen, S.S. DURENDART, about end of July.
		For Naples, Genoa, Rotterdam, Hamburg, Bremen, S.S. GERNIS, about 16th of July.

For freight or Freighters apply to

**NORDDEUTSCHER LLOYD, BREMEN & CO., GENERAL AGENTS.**

SHIPPING

**AUSTRIAN LLOYD'S S.S. CO.**

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

Sailing from Hongkong

For SHANGHAI, Direct	S.S. "KORBER" on July 1st at 8 a.m.
For SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	S.S. "SILEZIA" on July 3rd (cargo only)
For TRIESTE (Venice) direct via Straits, Colombo, Djibuti, Suez Canal	S.S. "KORBER" on July 15th at 3 p.m.

Fares: I £30 II £36 III £19

For TRIESTE (Venice) via S.S. "E.F. FERDINAND" on July 3rd

Fares: I Saloon only £43

Taking cargo on through bills of lading to all Atlantic and Black Sea Ports, etc. All steamers are fitted with Wireless Telegraphy.

COMBINED TICKETS.

THROUGH TO LONDON via S.S. "KORBER" I £30 II £36 III £19

THROUGH TO LONDON via S.S. "SILEZIA" I £30 II £36 III £19

THROUGH TO LONDON via S.S. "KORBER" I £30 II £36 III £19

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SHIPPING

**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through bills of lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers

Leave

Wednesday, 24th June at 4 a.m.

Thursday, 25th July at Noon

Friday, 26th July at Noon

Saturday, 27th July at Noon

Sunday, 28th July at Noon

Monday, 29th July at Noon

Tuesday, 30th July at Noon

Wednesday, 31st July at Noon

Thursday, 1st August at Noon

Friday, 2nd August at Noon

Saturday, 3rd August at Noon

Sunday, 4th August at Noon

Monday, 5th August at Noon

Tuesday, 6th August at Noon

Wednesday, 7th August at Noon

Thursday, 8th August at Noon

Friday, 9th August at Noon

Saturday, 10th August at Noon

Sunday, 11th August at Noon

Monday, 12th August at Noon

Tuesday, 13th August at Noon

Wednesday, 14th August at Noon

Thursday, 15th August at Noon

Friday, 16th August at Noon

Saturday, 17th August at Noon

Sunday, 18th August at Noon

Monday, 19th August at Noon

Tuesday, 20th August at Noon

Wednesday, 21st August at Noon

Thursday, 22nd August at Noon

Friday, 23rd August at Noon

Saturday, 24th August at Noon

Sunday, 25th August at Noon

Monday, 26th August at Noon



